

FREIGHT ROVER

TROPHY



FINAL

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**BRISTOL
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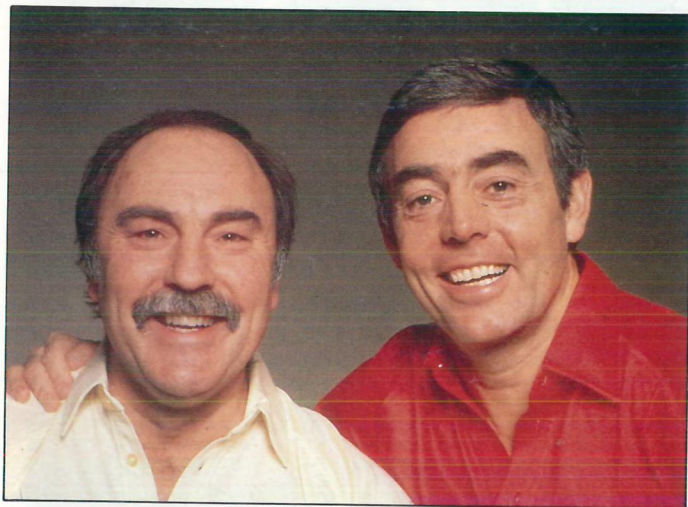




TIMETABLE OF EVENTS



R. H. G. KELLY, FCIS,
Secretary, The Football League.



Ian St John (right) and Jimmy Greaves — 'Saint and Greavsie'.

1.30 p.m.
Selection of
Music by the
Romford Drum and
Trumpet Corps

1.55 p.m.
Sky Raiders Display Team
(Aeronautical Acrobatics)

2.10 p.m.
Sport Aid Charity Match
Mike Morris's TV AM Robins
v
Gordon Taylor's P.F.A. Trotters

2.25 p.m.
Presentation of
Sherpa Minibuses
to the Club Chairmen

2.35 p.m.
The Romford Drum
and Trumpet Corps

2.50 p.m.
Presentation of the Teams
to Chief Guests
Ian St John and
Jimmy Greaves
The National Anthem

3.00 p.m.
KICK-OFF

3.45 p.m.
HALF-TIME
Marching Display by
the Romford Drum and
Trumpet Corps

4.40 p.m.
End of Match
Presentation of the Trophy
by Ian St John and Jimmy Greaves



SPORT AID CHARITY MATCH

Sport Aid is a week of international sporting events designed to deliver a message of global support for Africa. It is supported by Bob Geldof, The Band Aid Trust and UNICEF. All funds generated by the project will be divided between the two charities and directly channelled into African relief and development programmes.

The charity match being played before today's game has been arranged with the Sport Aid initiative in mind. Collections will be made around the Stadium and The Football League hope that you will acknowledge the efforts of the players representing TV AM and The P.F.A. by giving generously.



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A SMILE ON MANY FACES

by COLIN BENSON



The Freight Rover Trophy has put a big smile on the face of all the Football League's Associate Members, by providing the opportunity for clubs from the Third and Fourth Division to enjoy the big game atmosphere of a Wembley final.

In the back streets of Wigan and Brentford they are still talking nostalgically of last season's great day, and this year the Final has brought together Bolton and Bristol City, another intriguing prospect.

If experience is anything to go on then Bolton Wanderers must just shade their rivals. Wembley has almost become a second home for their player manager Phil Neal who enjoyed phenomenal success with Liverpool.

Also back is midfielder Asa Hartford who has trod the Wembley way to three League Cup Final appearances.

In the City camp, apart from manager Terry Cooper who has played here with Leeds United and England, midfielder Steve Neville is the only one to have had even a whiff of the Wembley build-up and he emphasises it was only a sniff.

Steve was in the Southampton squad for the FA Cup Final with Manchester United in 1976, a starry eyed teenager of 18.

Bristol City fans then concede that Bolton Wanderers might just have the edge in this department but are quick to point out that they are very much the Wanderers' bogey team.

Indeed, Bolton have won only one of the last 14 league games between the two clubs, the last of which was played at Burnden Park at the end of April, and that ended in a 4-0 victory for the 'Robins'.

Phil Neal rested himself, midfielder Steve Thompson and goalkeeper David Felgate it is true but City's fluency and finishing power must have created an impression on the Bolton team.

For Phil Neal his first spell in management has been tough up to now but he is a fast learner and has adjusted to the style of Third Division football quite well.

To stave off the threat of relegation this season was an achievement in itself and he is now looking for the formation that will pull Bolton back to the Second Division.

The team is a blend of experience and youth with Hartford, Neal and centreback Dave Sutton — a big lad and probably the most improved player of the year — providing the backbone.

Among the youngsters to look out for are fullback Jimmy Phillips, a product of the youth team and still only 20, "definitely one for the future," says his boss. And Mark Gavin, 23 the only player Phil Neal has bought, a midfielder who can make the most on either flank.

Bolton have switched from a 4-4-2 formation to introduce young Derek Scott as a sweeper and they are determined to lay that Bristol City jinx this afternoon.

But following Bristol's sensational semi-final victory over Hereford United which was only decided in the final minute of extra-time a wave of football mania has swept the city of Bristol.

They expect to bring 25,000 supporters to Wembley and such was the demand for tickets that even the chairman and manager were out selling them last week.

Now they have arrived and City's colourful fans firmly believe that Terry Cooper's team will flourish on the wide open spaces of Wembley.

City's League campaign has been dented by defensive lapses this season but in Alan Walsh — he shoots with both feet — and Steve Neville — 25 goals this season — they have a striking partnership which is a little bit special.

Add to that the guile and industry of midfielder Bobby Hutchinson, and the pace and anticipation of defender Keith Curle — a converted winger — and you can see why the Robins have something to chirp about.

So the scene is set. Two teams anxious to impress on their Wembley debuts conscious that the unthinkable has become reality thanks to the Freight Rover Trophy.



RETURN OF THE PIONEERS

by DEAN BARTRAM

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Coach:
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1934-35. Division Three —
Champions 1972-73. FA Cup:
Winners 1923, 1926, 1929,
1958; Runners-up 1894, 1904,
1953. Football League Cup:
Semi-final 1976-77.

When the final whistle brings today's Freight Rover Trophy Final to a close, Bolton Wanderers will take a unique place in Wembley history, albeit briefly. They will hold the distinction of being involved in the first Cup final ever to be played at the famous stadium and, for the time being at least, the most recent.

Bolton will have an easier time getting into Wembley for today's game against Bristol City, than they did on their first appearance here 63 years ago. The traffic was so bad on that April Saturday back in the Twenties that the players had to abandon their motor coach, make their way across some fields, and cross a railway line before they reached the ground. At the outside barriers of the stadium, they came across a man with a spade who was digging a hole under the fence. Through the hole he went, and the Bolton team followed — or so the story goes!

Bolton, who had appeared in two previous finals, were undaunted by the chaos and went on to win 2-0 — their first FA Cup success. They followed up this Wembley win with victories over Manchester City (1-0) and Portsmouth (2-0) in 1926 and 1929. Three Cup wins in a decade and not one goal conceded in a final. The man responsible for the third of the trio of clean sheets was Dick Pym, a West countryman who joined Wanderers from Exeter City in 1929 for the then considerable fee of £4,000. Remarkably, Mr Pym is still alive. Aged 93, he lives in Topsham, Devon, and is the oldest surviving holder of an FA Cup Winner's medal. He returned to the West Country after leaving Bolton to resume his trade as a fisherman, a job he practised until he finally retired at the age of 82.

What will Mr Pym make of the 1986 Bolton side now led by player-manager Phil Neal? Reaching the Freight Rover Trophy Final is a personal triumph for Neal who only left Anfield in December. Although successes came one after another during the former England defender's 11 years with Liverpool, to have masterminded Bolton to Wembley in just five months of management is a fine achievement.

Both Neal, and his player-coach, Asa Hartford, the former West Bromwich Albion, Manchester City, Nottingham Forest, Everton and Norwich Scottish midfield star, have experienced life in the very top echelons of national and international football, but they will be equally determined to bring the Freight Rover Trophy back to Burnden Park for Bolton. This will be Hartford's second visit to Wembley in just over a year, his deflected goal being enough to win the Milk Cup for Norwich City last season. Another old warhorse in the Bolton squad, David Cross, has also had Wembley experience, once on the losing side for Norwich in the League Cup and once as a winner, this time with West Ham in the 1980 FA Cup Final.

Although Bolton have only lost once in five Wembley appearances (that was against Blackpool in the 1953 Matthews' final) it is almost eight years since the Trotters won in the capital, that being a 3-1 victory against Queens Park Rangers at Loftus Road in December 1978.

Recent times may have been lean for the famous Lancashire club — one of the 12 founder members of the Football League in 1888 — but Neal's men will surely see this afternoon's opportunity of playing on the hallowed turf as a vital chance to begin the climb back to the top flight which they left after just two seasons in 1980. Relegation to Division Three came three years later.

Bolton's highest crowd of the season — 12,120 — saw them clinch their place in today's final when they beat last year's winners, Wigan Athletic, 2-1 in the second leg of the Northern Final, giving them a 3-1 aggregate win. The Trotters' route to Wembley began with a 2-2 draw at Stockport. Home wins over Crewe (1-0) and Tranmere Rovers (2-1) followed and they were drawn away at Darlington in the Northern Semi-final. They cruised through 3-0. Tony Caldwell with five goals, and George Oghani (four), have spearheaded Bolton's surge to Wembley.

If they should need further inspiration in their quest to bring a trophy back to Burnden Park for the first time since 1958, they need only look



FREIGHT ROVER TROPHY FINAL

towards one distinguished 60-year-old who will take his seat in this afternoon's crowd. His name? — Nathaniel 'Nat' Lofthouse, who, since joining as a raw 15-year-old during World War Two, has remained loyal and dedicated to his home town club. No-one earns the epithet 'Mr Bolton' more deservedly than Lofthouse who has taken on the gamut of jobs at the club he loves, ranging from bootroom boy to player, coach to manager, and vice-president to chairman of the club's Lifeline Lottery Society — a scheme so successfully organised by Lofthouse that at least 30 other League clubs have emulated his project which helps to inject money from the fans back into the club, as well as offering excellent prizes to those who take part. Top prize on offer in the scheme this season was a £30,000 house.

But, it is as a fearless, prolific goalscorer that Lofthouse is best-known and loved. He scored 255 goals for the club between 1946 and 1961, remaining a one-club man throughout his career. He made his debut in the year that 33 people were killed at Burnden Park when part of a stand collapsed during an FA Cup tie with Stoke City. It was the worst disaster at an English League ground until the Bradford City fire tragedy last year.

Lofthouse scored three times in FA Cup Finals, one in the 4-3 defeat by Blackpool, a game Bolton were winning 3-1 until Stanley Matthews began to turn on the magic, and the two goals which sunk Matt Busby's brave Manchester United team in 1958, only months after the Munich air disaster. Lofthouse won 33 caps for England, scoring 30 goals. But surely his most memorable was the winner scored in England's 3-2 win at the Prater Stadium, Vienna, in 1952. With the game locked at 2-2, Tom Finney sidestepped the ball to Lofthouse and Austria's defence, which had pressed forward, hesitated fatally. He had gained a precious yard, and the English team, to a man, screamed: 'On your own Nat.' Lofthouse describes it as the longest run of his life.

It was picture-book football which took him away from the pursuing pack of Austrian defenders and rapidly towards the Austrian goalkeeper, Musil, a bear-like figure who weighed 13 stone. Lofthouse seemed to take the ball too far but, as Musil charged, he shortened his step and hit the ball crisply into the right-hand corner of the net. A split-second later he felt the full force of Musil's charge. The courage Lofthouse demonstrated during that spectacular piece of finishing earned him the nickname 'The Lion of Vienna' and many people remember him by this name today.

Indeed, Lofthouse who was once full-



Tony Caldwell in action against Wigan. Tony's vital semi-final goals set up Bolton's Wembley place.

time manager of Wanderers, took over for 10 days last December before Phil Neal was appointed to replace Charlie Wright. When Neal made the short trip up to Burnden Park from that undisputed academy, Anfield, he said of his new job: 'I felt I was being laid to rest at Liverpool even though Kenny Dalglish kept me involved as much as possible. But football is in my blood and I did not want to vegetate at Anfield. I felt I had seen my best days there and thought I could be of help elsewhere. It would give me as much pleasure getting Bolton Wanderers out of trouble and turning round their fortunes as the great days at Liverpool did.'

Lofthouse has been acting as Neal's adviser since the Liverpool man took over at Burnden Park and Neal appreciates the wealth of knowledge, especially about Bolton, that the great man has to offer him. It conjures comparisons with the Dalglish/Bob Paisley partnership which has brought an historic double to Anfield.

The importance of the Freight Rover

Trophy to the Third and Fourth Division members of the Football League was endorsed last season when the Final, flying under the Freight Rover banner for the first time (the competition was founded in the 1983/84 season as the Associate Members Cup) attracted a crowd of nearly 40,000. Wigan, the League's newest club, beat Brentford 3-1 and this season reached the penultimate step before Bolton stormed their way through to Wembley. It was a frustrating season for Wigan who finished fourth in the Third Division after being pipped for the final promotion place by Derby County on the same night as they lost to Wanderers.

A win for Bolton today is as important, relatively, to the people who care for this great club from the once thriving textile community of Lancashire, as any other previous triumph. If Burnden Park is once more to resound with the roar of capacity gates, then a win against Terry Cooper's Bristol City could be the first and vital step on the ladder to a renaissance.

Lex Mead Bolton

As Bolton Wanderers sponsors in the Freight Rover Trophy we would like to congratulate them on their excellent performance in the competition and wish them every success for the final.

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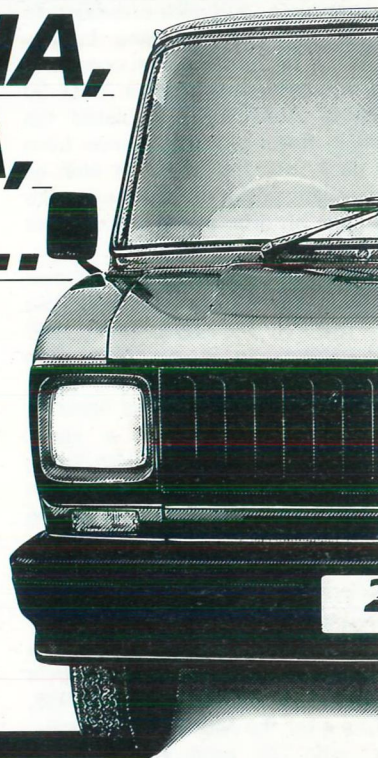
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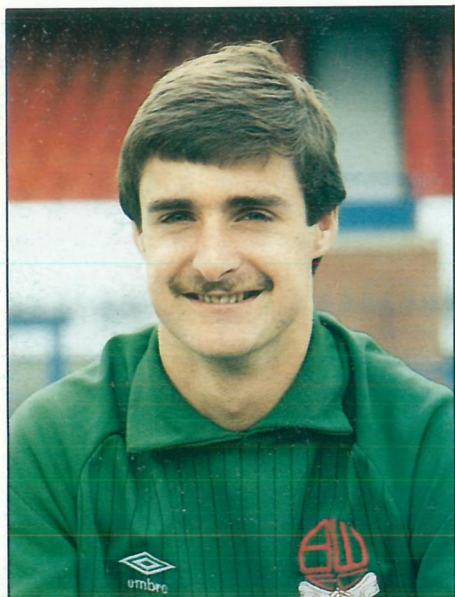
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BOLTON W.

Back Row (Left to Right): Steve Thompson, Simon Farnworth, Derek Scott.
Middle Row: Peter Nightingale (Physio), Jimmy Phillips, Mark Came, Dave Sutton, Sam Allardyce, Wayne Entwistle, Colin Irwin (First Team Coach), Steve Carroll (Youth Team Coach).
Front Row: Graham Bell, Asa Hartford, George Oghani, Phil Neal (Player/Manager), Tony Caldwell, Mark Gavin, Warren Joyce.



SIMON FARNWORTH

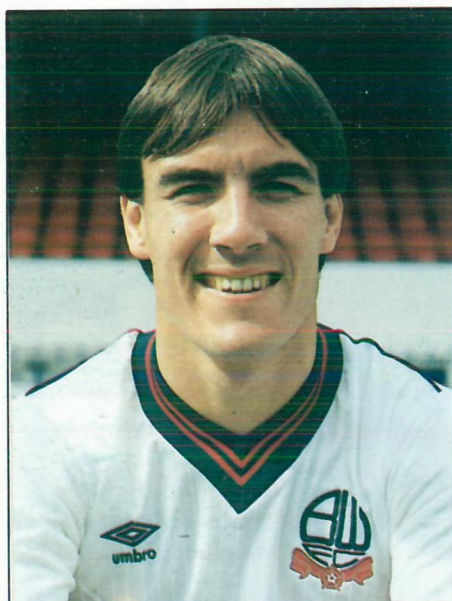
Goalkeeper who was ever-present in the Bolton side last season, and has now regained his place from on-loan Dave Felgate. He is another of the club's youth-team products and made his debut against Wimbledon in the first match of the 1983/84 season (Won 2-0). Born Chorley. Age 22.

MEET THE MEN OF BOLTON



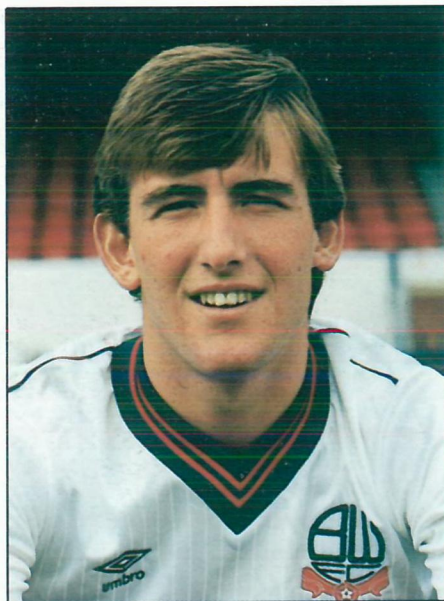
PHIL NEAL

Bolton's player/manager who joined them from Liverpool in December 1985. Whilst at Anfield he played in six domestic cup finals (five Milk/League Cups and one F.A. Cup) and picked up seven Championship winners' medals. He has made a career total of over 700 first-team matches with Northampton, Liverpool and Bolton. Born Irchester. Age 35.



DEREK SCOTT

Gateshead-born player who is presently operating as sweeper. He joined from Burnley for £20,000 last summer and has missed only four games since. Spent eleven seasons at Turf Moor and was a member of the Burnley team that played in the First Division from 1973-76. Made over 300 first-team appearances for Burnley. Age 29.



STEVE THOMPSON

Midfield player who has scored nine goals this season, including four penalties. His last goal was against Blackpool on March 31 (Lost 3-1). He is a product of the Bolton youth policy, and made his senior debut in the 1982/83 season. Born Oldham. Age 21.



ASA HARTFORD

Experienced midfielder whose deflected shot won Norwich City the Milk Cup Final last season. He has played in two other domestic finals during his career (League Cups for WBA and Manchester City in 1970 and 1976). Bolton are his sixth English club. Signed during last summer from Norwich (free transfer). Capped 50 times by Scotland. Born Clydebank. Age 35.

FREIGHT ROVER TROPHY FINAL



JIM PHILLIPS

Local-born left-back who made his first-team debut in April 1984 against Gillingham. Over the past two seasons he has established himself in the Wanderers defence after making his way through the Bolton youth system. Age 20.



DAVID SUTTON

Central defender who missed 18 matches near the start of the season because of injury but has been ever-present since November 23. Began his career with Plymouth in 1973, had a loan spell with Reading before moving to Huddersfield. Joined Bolton for £12,000 in June 1985. Born Tarleton. Age 29.



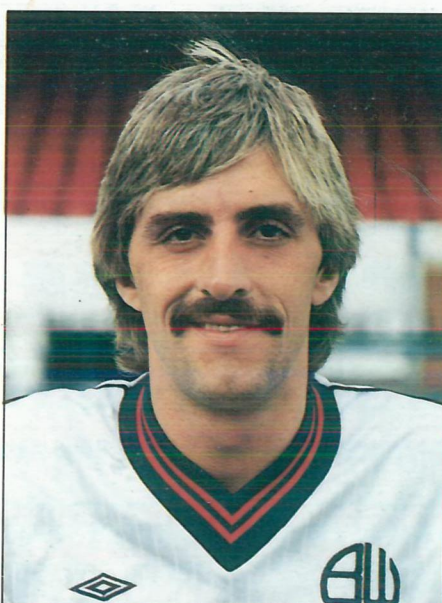
MARK CAME

Solid central defender whose two goals this season include one in the Freight Rover Trophy tie at Stockport (drawn 2-2) on January 20. Signed from non-League Winsford Utd. and made his first-team debut against Doncaster Rovers in September 1984. Born Exeter. Age 24.



GEORGE OGHANI

Manchester-born striker who scored in the 2-1 Northern Area Final, second leg against Wigan, giving Bolton a 3-1 aggregate victory. Signed from non-League Hyde in 1983 and made his first-team debut later that year. He has scored 11 goals this season, four in Freight Rover Trophy. Age 25.



TONY CALDWELL

Salford-born striker who scored two goals in the Northern Area Final against Wigan — one in each leg — which Bolton won 3-1 on aggregate. Club's top scorer for the past three seasons and has 16 this season (five in Freight Rover Trophy). Signed from non-League football in 1983. Age 28.



MARK GAVIN

Midfield player/forward who began his career with Leeds United and made 30 League appearances for them before joining Carlisle United and then signed for Bolton on the transfer deadline day in March. Born Bailleston. Age 22. Scored on his Bolton debut against Wigan on March 29 (Won 3-1).

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INCREASING HIS MEDAL TALLY

by MEL HENDERSON



Manager Phil Neal.

Phil Neal could hardly have chosen a more appropriate title for his soon-to-be-published autobiography.

'Life at the Kop' should prove compelling reading. The Bolton Wanderers player-manager spent just over 11 years at Anfield and will undoubtedly have some interesting stories to tell.

Indeed, he could almost devote an entire chapter to listing the many medals he collected during what was a glorious spell for Liverpool Football Club.

"Haven't a clue how many I have", he responded to my question. "Honestly, I'd be guessing if I said a number. I'm not one for living in the past in any case.

"Today's headlines are tomorrow's fish and chip wrappers. That's how I look at it. You get nothing for yesterday except a few happy memories."

Phil was Bob Paisley's first signing for the Reds. He'd played around 200 times for Northampton and a record fee of £60,000 took him to Anfield in October, 1974.

When he left six months ago to take charge at Burnden Park he'd clocked up well over 500 appearances as Liverpool won the Championship seven times.

There was also a spell when Anfield became a permanent resting place for the League and Milk Cups — four consecutive victories between 1981 and 1984.

Add four European Cup triumphs and one success in the UEFA Cup and that's a medal collection that Neal acknowledges any British player would be hard-pushed to better.

But the gongs are not on show at Phil's plush Southport home. Instead they're tucked away in a safe deposit box.

"I learned my lesson when Kenny (Dalglish) had his stolen when his home was burgled," adds Phil. "No danger of the same thing happening to me."

Phil admits Bolton have had their share of luck in advancing to today's Wembley confrontation. "We were 2-0 down at Stockport with just four minutes left and looked as if we were out of it," he recalls.

"But we managed a 2-2 draw and without it we wouldn't be here.

"We had 12,000 fans for the second leg against Wigan that clinched our Wembley place. We're well aware of the potential at the club and we want it to become great again through our efforts."

The only player Phil has introduced at Bolton is 22-year-old winger Mark Gavin from Carlisle United. He arrived in March and his new boss says: "I'm looking forward to a full pre-season programme with Mark.

"He's given us something we needed with his ability to go past people on either flank and get good crosses in."

Phil has been playing regularly in the Bolton side and is quick to add: "I've been enjoying it. When I first came here I played about six games and then left myself out to have a good look at the side.

"Mentally and physically, being a player-manager is a major step up from just going out and playing. Eventually I got things sorted out.

"The Freight Rover Trophy is quite a bonus for us because, to be honest, I never really set my sights any higher than ensuring we stayed in the Third Division. It never entered my head that we might end the season at Wembley."

Phil was here a fortnight ago to see his former team-mates clinch the Double with a magnificent second half recovery against close rivals Everton.

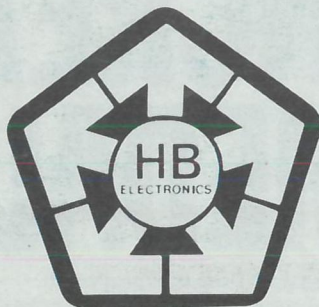
"It was my son Ashley who twisted my arm and pushed me into going. But I enjoyed it. Before I left I passed on my congratulations to the lads, although I couldn't find Kenny because he was still giving interviews!"

Phil admits he sees less of his family than in the halcyon days as a Liverpool player but wife Sue, a regular at Burnden Park, will be at Wembley today with daughter Natasha (13) and 11-year-old Ashley.

And come Monday morning Phil could be adding another souvenir to that unique collection in his local bank.

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Bolton Evening News

Welcome Wanderers' back to Wembley



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BEST FOR ALL SPORT



WIGAN WIN THAT FOOTBALL FEAST

by JEFF CAMBRIDGE



Wembley belongs to Wigan as David Lowe proudly displays the Freight Rover Trophy last year.

WHEN Wigan Athletic captain Colin Methven hoisted the Freight Rover Trophy joyously above his head, here at Wembley last June, it was the greatest moment in his 11-year professional career.

Wigan had beaten Brentford 3-1 in one of the most exciting and open finals seen at Wembley for many a long year. A crowd of 39,897 had been treated to a veritable feast of football which was a credit to the Third Division.

After a brisk opening 26 minutes in which the play had swung from end to end Wigan took the lead through Mike Newell. On a lively pitch Brentford defender Keith Millen misjudged the bounce as the ball landed just inside his area and Newell was able to touch the ball on and drive his shot hard and low into the far corner of Phillips's net.

Brentford tried hard to get back on terms but within eight minutes the lads from Wigan had increased their lead. Poor Steve Wignall made a drastic error and as he fell in the box Tony Kelly smashed a low shot under him, which had the power and placement to beat the goalkeeper once again.

After the interval Brentford went straight in to the attack and pinned Wigan back. Fullback Jamie Murray went close with a long range cross shot before the Londoners eventually made their mark.

Striker Robbie Cooke provided the finish, hooking a fine shot into the roof of the Wigan net and igniting a frenzied response from their shirt-sleeved fans in the hot summer sun.

But Brentford's revival was to be short lived as Wigan came bouncing back.

The drama reached its peak when Graham Barrow dissected the Brentford defence with a perfect ball to set Mike Newell up for a shot. The striker carried the ball, then drew the 'keeper whom he danced round with a shimmy. Everyone anticipated the pending goal, that is everyone except Danis Salman, the Brentford defender, who anticipated

brilliantly to clear from the foot of a post.

The danger was not yet past. As the corner swung over into the Brentford goalmouth the heads went up. Someone got a touch, the defenders had seemingly done their job but they hadn't anticipated a magic moment of enterprise from David Lowe who shot into the net with an overhead kick.

"I enjoyed the game there's nothing like winning and we took our chances well, particularly the third one . . . Wasn't I glad to see that one go in. That was the winner."

It was not the only winner however as Wigan boss Bryan Hamilton emphasised. Looking at his captain he smiled: "I've got a minibus he's got a medal."

The former Ipswich and Everton star who won 50 international caps with Northern Ireland was positively beaming.

"This was a Final for the people who love football," he said. "The whole occasion was fantastic. The Freight Rover Trophy has been a very worthwhile competition for us."

"My players are lucky lads to have been able to play at Wembley and this isn't an easy competition. The Final was our sixth game and we only played at home once."

"But what I liked best about it was the fact that both clubs came to Wembley as winners. Winners of the Northern and Southern sections and that meant that we had already earned our mini-bus from Freight Rover so both sides just went out to enjoy their game and we saw some very enterprising and entertaining football."

"For me though the most exciting thing was to win a mini-bus. It now means that I can take my players anywhere I want for special training sessions and that is invaluable to me as a manager."

Brentford boss Frank McLintock was also happy — well as happy as this highly competitive Scot could be after losing. Frank observed: "It was a lovely day out for both sets of fans. There was no trouble and we had that lovely old family atmosphere again."

BOLTON WANDERERS

(Colours: White Shirts With Navy Trim,
Navy Shorts, White Stockings)

- | | |
|----|------------------------|
| 1 | SIMON FARNWORTH |
| 2 | DEREK SCOTT |
| 3 | JIM PHILLIPS |
| 4 | DAVID SUTTON |
| 5 | MARK CAME |
| 6 | STEVE THOMPSON |
| 7 | PHIL NEAL |
| 8 | GEORGE OGHANI |
| 9 | TONY CALDWELL |
| 10 | ASA HARTFORD (Captain) |
| 11 | MARK GAVIN |
| 12 | GRAHAM BELL |
| 14 | SAM ALLARDYCE |

Manager: PHIL NEAL

REFEREE
G. M. TYSON
(Sunderland)

LINESMEN
G. BUSFIELD
(Keighley)

C. GRADY
(Guildford)

Reserve Referee: G. Aplin (Kendal)

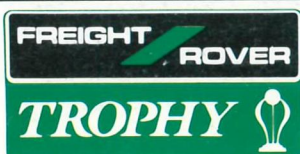


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SHERPA TH



BRISTOL CITY

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Red Stockings)

- 1 KEITH WAUGH
- 2 ROBERT NEWMAN
- 3 BRIAN WILLIAMS
- 4 KEITH CURLE
- 5 DAVID MOYES
- 6 GLYN RILEY
- 7 HOWARD PRITCHARD
- 8 BOB HUTCHINSON (Captain)
- 9 DAVID HARLE
- 10 ALAN WALSH
- 11 STEVE NEVILLE
- 12 ANDY LLEWELLYN
- 14 GARY MARSHALL

Manager: TERRY COOPER

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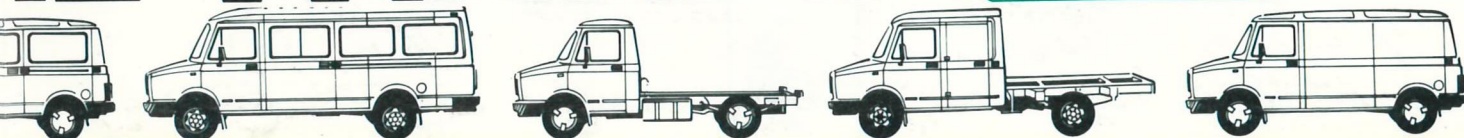
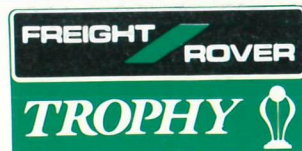
EXTRA TIME

If scores are level after 90 minutes play,
an extra half-hour will be played. If the
match is still drawn it will be decided on
penalties.

BALL BOYS

Today's Ball Boys are kindly provided
by Bristol Schools' F.A., and Bolton
Schools' F.A.

THE WINNERS.



BOTH CLUBS IN DRIVING SEAT



The success of last season's first Freight Rover Trophy — and its progress this year into a competition of acknowledged importance for clubs and supporters in the 3rd and 4th Divisions — has been just as important for Freight Rover itself.

The impact of Wigan's victory in 1985 — in front of a bumper crowd of nearly 40,000 — surprised a lot of us so-called experts. It showed just how much enthusiasm there is in the lower divisions for the glamour of a great Wembley occasion.

Even more, it showed to every club the rewards of Freight Rover Trophy success — not only in prize money, and a specially liveried minibus in club colours — but in the extra support and sponsorship that success can bring. Several other clubs also found that good results in the competition have given them a better opportunity to secure sponsorship deals.

The crowds at the regional final deciders at Bolton and Bristol City again proved that the event has captured the imagination of fans well beyond the terrace regulars and season ticket holders. Both clubs have very proud traditions; but in recent years, for both sets of fans the likelihood of seeing 'the lads' in a Cup Final setting has seemed to be more and more remote. Today is a reward for years of loyalty and dedication.

As it was last year, it is appropriate today to consider how the Freight Rover Trophy has mirrored the success of the Company itself. Not long ago — like a few present Third and Fourth Division teams — Freight Rover looked to have a limited future.

But the Phoenix-like rebirth of the Sherpa name is one of the most remarkable episodes in the recent history of Britain's motor industry. In four short years, Freight Rover — the Birmingham based manufacturer of the Sherpa range of light commercial vehicles — has changed out of all recognition. At the start of 1982, its 1200-strong workforce — already

drastically cut because of low demand — was working two days a week. The famous Sherpa name was at its lowest ebb. It was an ageing product, built on limited facilities, with a poor reputation and its lowest-ever market share of just over eight percent. The future looked bleak — if there was a future at all.

The pundits who predicted its total demise had a lot going for them. But they've long since swallowed their words. Because the Freight Rover of today is a booming, thriving profitable company — and the new Sherpas are breaking all its sales records.

INVESTMENT

Backed by a massive £30 million investment in new products and advanced manufacturing facilities, the Sherpa is reaching new heights. Sales in 1985 peaked at more than 16,000 vehicles worth approximately £110 million — a significant improvement on the record breaking year of 1984, when Freight Rover sold 14,600 vehicles worth approximately £90 million.

The latest figures compare starkly with those for 1981, when less than 10,000 vehicles were sold at a value of some £40 million.

Increased sales have also helped Freight Rover push up its market share from just over 12 percent in 1984 to 14 percent in 1985 — maintaining the company in a clear second place in the light commercial vehicle league table, well ahead of Bedford Continental and Japanese manufacturers.

Export sales — while at present only representing some 15 percent of total Sherpa production — showed a healthy 45 percent increase in 1985 over the previous year, and is a high priority area for the Sherpa sales force in 1986.

Increased sales at home and abroad are reflected in the overall rise in production at the Common Lane plant. Total output was up some 20 percent from 16,800 in 1984 to



FREIGHT ROVER TROPHY FINAL



The Sherpa 200 Series Van featuring Composite Springs — a world first for Freight Rover.

almost 19,000 in 1985 — a totally different picture to the depressed days of 1981 when only 9,000 vans and minibuses rolled off the production lines.

Increases in production have helped Freight Rover to create more jobs — and over the past two years the size of the workforce has increased by over 20 percent.

Major Fleet orders continue to flood in — from key customers such as the Post Office and British Telecom, Europe's largest commercial fleet operator. They are choosing Sherpa against the best that Ford, Bedford and a host of continental and Japanese competitors can offer — to the tune of several thousand vehicles.

So just what is it that has convinced customers in their droves that Sherpa is the van to back?

There are many answers. Choice, quality, value for money and service are probably the key factors. And it's choice that is the real decider. Freight Rover now offers the widest variety of light commercial vehicles on the British market — and it's still growing.

Buying a light commercial vehicle is no longer a question of looking at panel vans. Minibuses, dropsides, chassis cabs, high-roofs, V8's — all these are now part of the Sherpa range. And they're all either factory produced or available in factory approved conversions, so that customers can be totally confident in what they buy.

DOUBLE QUICK TIME

It's all happened in double quick time. In the summer of 1982, Freight Rover launched a totally new range of vehicles to replace the tried and not-so-trusted old Sherpa. Ranging up to 2.8 tonnes, they made an immediate impact, transforming in a few short months Sherpa's poor image. Water and electricity boards, local authorities, fleet hire companies — even the US Air Force — all found that the Sherpa suited them on price, versatility and

availability. And individual buyers — the market gardeners, builders, DIY merchants, shopkeepers — all followed suit. They all decided that the Sherpa gave them best value-for-money — and it was British into the bargain.

But Freight Rover were not content — they wanted even more of the market. So in October 1983 they announced the first of a totally new range of bigger, wider Sherpas, in GVW's from 2.85 to 3.5 tonnes, building on the success of the smaller Sherpas and offering the same standards of high quality, variety and versatility.

But the introduction of the wide-bodied Sherpa was not the end of the story. Towards the end of 1984, Freight Rover introduced new 'Commercial' versions of the renowned 1.7 and 2.0 litre 'O' Series petrol engines, with even greater durability and reliability, still more competitive servicing costs and further reductions in the overall cost of ownership.

Six months later, all smaller Sherpas benefitted from the standard fitment of a new five-speed gearbox, first introduced on the wider-bodied models in 1983. The new transmission offered a low first gear for easy starting with a full load, and an 'overdrive' fifth gear for relaxed and economical cruising.

RIGHT UP TO DATE

But Freight Rover's engineers and product planners weren't finished yet! At the end of 1985, the new Sherpa 200 and 300 Series range was introduced, featuring a full package of improvements designed to create a better 'environment' for the driver and to reduce running costs for the operator.

Star feature on the 1986 Sherpa range was the introduction of glass fibre/resin reinforced 'composite' leaf springs as standard all-round equipment on all 200 Series vans and minibuses — an important 'hi-tech', all-British, world first for Freight Rover and spring manufacturers GKN.

In addition to the revolutionary new springs, the newly-designated Sherpa 200/300 Series models featured a 14-point package of improvements all contributing to lower operating costs — as well as literally dozens of 'driver environment' features designed to make Sherpa easier and more comfortable to drive.

V8 POWER

And to round off an exciting year of product changes, Freight Rover chose the opportunity of the 1985 Scottish Motor Show to launch the most powerful Sherpa yet — powered by the same 3.5 litre engine as fitted to the world famous Range Rover.

The V8 Sherpa is expected to prove of

considerable appeal to both Police and Ambulance authorities, as well as security companies, express delivery firms and minibuses operators.

"The New V8 is just another example of Freight Rover listening to — and responding to — the individual needs of the market place," says Freight Rover's Managing Director George Simpson.

"Our ability to match the customers requirements precisely is the key to our success" says George Simpson. "In every major respect, we can point out to the customer the advantages of our range over the competition — whether its in overall cost-of-ownership, sheer choice, quality, performance, pay-load, accessibility, dealer back-up, comfort or safety. You name it, the Sherpa has the edge. We give the customer confidence that our vehicle will do the job he wants, more efficiently and more economically than any other make."

AUTOMATED

Sherpas are now built on some of the most modern production lines in Europe, incorporating an advanced painting system, highly automated body construction lines and extensive quality assurance areas. The latest elements are robot-based body welding and interior painting areas — the latter unique in the British vehicle industry.

"Top quality facilities are the basis of top quality products", comments George Simpson. "Our commitment to quality is total, because it's a key part of our message."

So that's how Freight Rover has faced up to the challenge of the 80's — and pushed itself towards the very top of the League. Like Freight Rover, by hard work and dedication, the players, managers and fans of Bolton and Bristol City have certainly earned themselves today's great occasion. And who knows what will happen once they've got the flavour of success again? Freight Rover tasted it — and has never looked back!



The Sherpa 300 Series High Roof Van.

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LITTLEWOODS POOLS. IT'S DAFT NOT TO.

ROUTES TO THE FINAL

SOUTHERN AREA

Quarter-finals		Semi-finals		Area Final		Final
Hereford	2	*Hereford	+0	*Hereford	2-0	Bristol City
*Orient	1					
*Swansea	1	Swansea	0			
Torquay	0					
*Gillingham	2	Gillingham	0			Bristol City
Cambridge	0					
Northampton	2	*Bristol C.	3	Bristol C.	0-3	
*Bristol C.	3					

(+ Hereford won 5-4 on penalties)

Preliminary Round: Group 1 — Swansea 1 Newport 1, Newport 1 Cardiff 0, Cardiff 0 **Swansea** 2. Group 2 — Exeter 1 Wolves 1, Wolves 1 Torquay 1, **Torquay** 1 Exeter 0. Group 3 — Bristol C. 0 Plymouth 0, Plymouth 0 Walsall 1, Walsall 1 **Bristol C.** 2. Group 4 — Hereford 2 Bristol R. 0, Bristol R. 2 Swindon 1, Swindon 1 **Hereford** 1. Group 5 — Aldershot 0 Cambridge 1, **Cambridge** 4 Peterborough 1, Peterborough 2 Aldershot 0. Group 6 — Colchester 4 Southend 1, Northampton 2 Colchester 1, Southend 1 **Northampton** 3. Group 7 — Orient 3 Bournemouth 1, Bournemouth 5 Reading 0, Reading 0 **Orient** 3. Group 8 — Brentford 0 Derby 0, Derby 0 Gillingham 2, **Gillingham** 1 Brentford 1.

NORTHERN AREA

Quarter-finals		Semi-finals		Area Final		Final
*Wigan	3	Wigan	2	*Wigan	0-1	Bolton Wanderers
Rotherham	0					
*Scunthorpe	1	*Port Vale	1			
Port Vale	+1					
*Darlington	3	*Darlington	0			Bolton Wanderers
Mansfield	0					
Tranmere	1	Bolton	3	*Bolton	1-2	
*Bolton	2					

(+ Port Vale won 4-3 on penalties)

Preliminary Round: Group 1 — Tranmere 2 Preston 0, Preston 2 Bury 0, Bury 1 **Tranmere** 2. Group 2 — Crewe 4 Stockport 1, Stockport 2 Bolton 2, **Bolton** 1 Crewe 0. Group 3 — Rochdale 1 Chester 0, Chester 0 Wigan 2, **Wigan** 6 Rochdale 0. Group 4 — Wrexham 1 Port Vale 1, Blackpool 2 Wrexham 2, **Port Vale** 3 Blackpool 1. Group 5 — Darlington 2 Chesterfield 0, Chesterfield 1 Burnley 2, Burnley 1 **Darlington** 1. Group 6 — Notts Co. 1 Doncaster 0, Doncaster 1 Mansfield 0, Mansfield 1 Notts Co. 0. Group 6 play-off — Mansfield 4 Doncaster 2, Notts Co. 0 **Mansfield** 1. Group 7 — York 0 Rotherham 0, **Rotherham** 3 Hartlepool 0, Hartlepool 3 York 2. Group 8 — Lincoln 1 Scunthorpe 3, **Scunthorpe** 3 Halifax 2, Halifax 1 Lincoln 1.

(*Denotes home side)



THE TURNING POINT FOR CITY

by NICK HILLS

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L. J. KEW

Directors:

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Commercial Manager:

JOHN HILLIER

Lottery Manager:

B. WHITE

Team Manager:

TERRY COOPER

Assistant Manager/Coach:

CLIVE MIDDLEMASS

Football Secretary:

MISS J HARRISON

HONOURS:

Football League: Division One

— Runners-up 1906-07;

Division Two — Champions

1905-06; Runners-up 1975-76;

Division Three (South) —

Champions 1922-23, 1926-27,

1954-55; Runners-up 1937-38;

Division Three — Runners-up

1964-65. F.A. Cup: Runners-up

1909. Football League Cup:

Semi-final 1970-71. Welsh Cup:

Winners 1934. Anglo-Scottish

Cup: Winners 1977-78.

Bristol City's most recent history could almost be described as the 'tale of two clubs'.

Between 1965 and 1976 they climbed from the Third Division to the First under the guidance of Alan Dicks. They then lost their First Division status and were relegated three years running — an unenviable 'record' matched only this season by Wolverhampton Wanderers — and ended up in the Fourth Division by 1982.

Three-and-a-half years ago City came within three minutes of folding due to debts of around £1½m.

The club was saved from extinction by a group of local businessmen who forced the existing board of directors to resign and wound up the old company. They then installed themselves on a new board and formed a new company — Bristol City 1982.

That was the turning point for City and just recently they started the long haul back up the League with promotion back to the Third Division in 1984.

To raise money the club's board went from one extreme to the other in hiring out Ashton Gate. A concert by rock band "The Rolling Stones" was arranged and brought in £30,000.

Then the ground was loaned to evangelist Billy Graham for a further £20,000.

Since that worrying time in December 1982 when the club looked almost certain to fold, the finances at Ashton Gate have been completely reorganised. The club have just announced a profit for the third season in a row.

This will be City's first ever Wembley appearance, although they have previously contested three Cup finals.

In 1909 they reached the final of the FA Cup before losing 2-1 to Manchester United. In those days the final was played in the grounds of the old Crystal Palace in South London.

The other two 'final' appearances resulted in victories. In 1934 they won the Welsh Cup and then during season 1977-78 they lifted the Anglo-Scottish Cup, beating St Mirren 3-2 on aggregate.

The nearest the Robins came to a Wembley appearance was in the League Cup in 1971. They reached the semi-final stage and drew 1-1 with Tottenham Hotspur in the first leg at Ashton Gate in front of a capacity crowd of 30,002 before going down 2-0 in the return at White Hart Lane.



Glyn Riley goes close to pulling the first goal back in the Area Final, Second Leg.

FREIGHT ROVER TROPHY FINAL

The FA Cup final defeat against Manchester United in 1909 signalled the end of City's greatest days. That FA Cup final appearance came only seven years after their entry into the Football League and two years after they finished runners-up in the League Championship to Newcastle United.

Two years later they were relegated and it took them 65 years to get back into the First Division.

The side of the early twentieth century contained some of the great names in City's history. Goalkeeper Harry Clay and full-backs Annan and Joe Cottle all played in City's record breaking run of 33 consecutive League victories, when the Robins won the Second Division title in 1906. They were all in City's cup final team, along with centre-half Billy Wedlock who was capped 26 times by England.

When City finished second in the table in season 1906-07 it was and remains their highest League placing, but they also created football's longest running jinx — oddly enough against today's opponents Bolton Wanderers.

During that season Wanderers won their League game at Ashton Gate, on April 2, 1907, 2-1.

In the sixteen matches between the two at Ashton Gate since, six have been drawn and City have won the other ten, including the last eight on the trot.

No other club has waited 79 years to win on an opponent's ground.

After they dropped out of the First Division until their return in 1976, City spent their time between the Second and Third Divisions.

In 1956, while in the Second Division, striker John Atyeo became the first City player to be capped by England for 42 years. Atyeo gave the Robins great service between 1951 and 1966 making a club record of 597 League appearances and scoring 315 goals (also a club record).

For a short while City's triumphant return to the First Division in 1976 looked to be signalling a new era in the club's history. In their first game back they won 1-0 at Arsenal and at their first home game 32,537 people turned out for the visit of Stoke City. By the start of September, City had equalled their highest League placing by reaching second in the table.

Unfortunately the Robins could not maintain their promising start and slipped down the table to finish 18th.

A slight improvement saw the club rise to 17th and 13th in the following years, but then in 1980 they fell back into the Second Division once more.



More action at Ashton Gate as David Moyes meets a challenge from Hereford's Ollie Kearns.

Despite their short stay in the top flight City uncovered some very promising youngsters, players like Garry Collier and Paul Cheesley, alongside experienced pros in the shape of Peter Cormack, Joe Royle and Norman Hunter.

With City's fall from grace the job of picking up the pieces was given to one of Hunter's former clubmates at Elland Road, Terry Cooper.

Cooper, capped twenty times by England at left-back, had had a short spell at Ashton Gate in 1978 after a glittering career with Leeds and Middlesbrough. In August 1979 Terry moved across town and took a player-coach job at Eastville with rivals Bristol Rovers. He later graduated to the job of player-manager before returning to City in May 1982 to take the manager's job.

By the following December, with the club facing possible extinction, Cooper found himself with a team which included two sixteen-year-olds, five other teenagers and occupying a League position of 92nd. Despite all the problems City were still attracting an average crowd of just over 4,000.

The following season Cooper had lifted City back into the Third Division.

Now, after all the club's problems, the future looks bright at Ashton Gate. City finished this season in a healthy top half of the table position and with gates above the 6,500 mark.

Two of Cooper's signings, strikers Alan Walsh from Darlington and Steve Neville from Exeter, have led the way scoring 46

goals between them this season. Young defender Andy Llewelyn, one of the 'kids' inherited when Cooper took over is still with the club and has been capped by the England youth side.

City made an indifferent start to their Freight Rover campaign with a 0-0 draw at home to Plymouth Argyle. A 2-1 victory at Walsall put them into the area quarter finals. They then beat Northampton and Gillingham on their way to the Southern Area final.

A 2-0 defeat at Hereford in the first leg seemed to have ended City's aspirations. Three days later a crowd of 11,558 saw City storm back to clinch their final place with a 3-0 victory in extra time.

Considering the jinx they have over today's opponents Bolton, it is hardly surprising that the Robins ran out 2-0 winners when they met in the League at Ashton Gate last November and they completed the 'double' with a fine 4-0 victory at Burnden Park last month.

After all he has been through during his four years at Bristol City, Terry Cooper is probably not a man who believes in fate. But he might like to reflect on his Wembley career as a player.

In ten England appearances under shadow of the twin-towers, an FA cup final and a League cup final the 41-year-old Yorkshireman never tasted the bitterness of a Wembley defeat.

Who is to say that he can not maintain that fine record as a manager?



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Back Row (Left to Right): Clive Middlemass (Chief Coach), Gary Marshall, Rob Newman, Alan Walsh, Keith Waugh, David Moyes, Keith Curle, Howard Pritchard, Alex Lockhart (physiotherapist).
Front Row: Andy Lewellyn, Glyn Riley, Bobby Hutchinson (captain), Steve Neville, David Harle, Brian Williams.



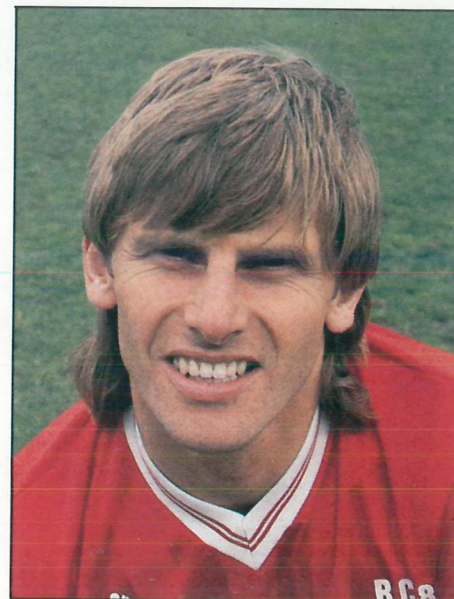
BRISTOL CITY



KEITH WAUGH

Sunderland-born goalkeeper who was signed from Sheffield United on a free transfer at start of season and has missed only one game since. Began with his home-town club in 1974, but failed to make a first-team appearance and moved onto Peterborough. Age 29.

MEET THE MEN OF BRISTOL



ALAN WALSH

Darlington-born midfielder player who began his career with Middlesbrough. Joined Darlington in 1978 and during his six seasons with them made over 300 appearances and scored a club record 78 goals. Signed for City in summer of 1984 (£18,000). Has scored 21 goals this season, nine in the Freight Rover Trophy. Age 29.



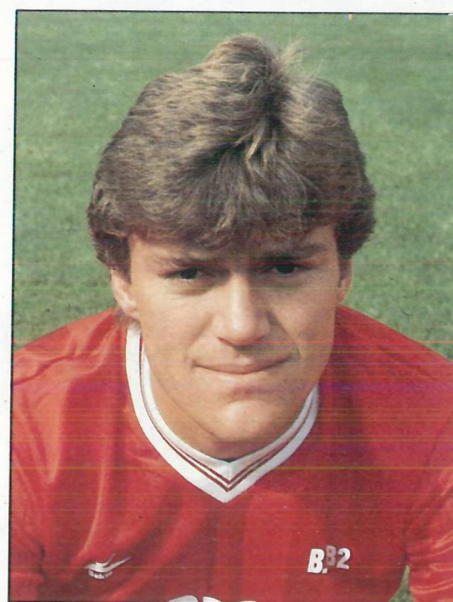
HOWARD PRITCHARD

Cardiff-born midfielder player who is in his second spell at Ashton Gate. Signed as an apprentice in 1974 and played 40 matches in the top two divisions before joining Swindon Town in 1981. Returned to City at the start of 1983/84 season. Welsh Youth international. Age 27.



BOB HUTCHINSON

Experienced Glaswegian midfielder player who is with his eighth club, the others are: Montrose, Dundee, Hibernian, Wigan, Tranmere, Mansfield and Tranmere. Has a career total of over 400 senior matches. Age 32.



ROBERT NEWMAN

Twenty-two-year-old right-back who signed as an apprentice at the club in 1981 and has made over 150 senior appearances for City. Born London.

FREIGHT ROVER TROPHY FINAL



BRIAN WILLIAMS

Right-back who has made a career total of over 450 senior appearances during spells at Bury, QPR, Swindon, Bristol Rovers and now City, whom he joined on free transfer last summer. Age 29.



KEITH CURLE

Bristol-born player who began his career as a striker at nearby Rovers, switched to midfield when he joined Torquay United and is now operating as a central defender for City, whom he joined in March 1984 for £10,000. Age 22.



DAVID MOYES

Central defender who began with Celtic in 1980 and made 24 first-team appearances for them before joining Cambridge United and then signing for City last October for £15,000. Born Blythwood. Age 23.



GLYN RILEY

Striker who scored City's first goal as they went on to beat Hereford 3-0 after extra-time in their Southern Area Final, second-leg encounter — giving them a 3-2 victory on aggregate. 13 goals this season. Began with Barnsley and had a loan spell with Doncaster before joining City at the start of 1982/83 season. Born Barnsley. Age 27.



STEVE NEVILLE

Striker whose extra-time goal (120th minute) against Hereford in Southern Area Final, second leg put City through to today's Final (3-2 on aggregate). He is the top scorer for the club with 26 goals this season, four in Freight Rover Trophy. Started his career with Southampton and joined Bristol from Exeter City for £12,000 in December 1984. Born Walthamstow. Age 28.



DAVID HARLE

Midfield player who was signed on loan from Leeds United in March until the end of the season. Made only three senior appearances whilst with the Elland Road club after he had signed for them from Doncaster in November. Born Denaby. Age 22.



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MANAGER TERRY ALSO A 'SWEEPER'

by MEL HENDERSON



Terry Cooper may be a director at the homely Ashton Gate club but he's not afraid of getting his hands dirty and can often be seen spiking the pitch and sweeping up.

"That's one thing I learned from Don Revie," he laughs. "He used to muck in at Leeds when times were hard there and I've never forgotten that."

It's something of a miracle that Bristol City are alive today, never mind heading for an end-of-season showdown at Wembley.

Just a few years ago they were bankrupt and bottom of the Fourth Division. Now, according to Terry, they're one of the wealthiest clubs in the lower regions.

He originally joined them when they were in the First Division. Then he was player-coach with local rivals Rovers and also had a spell at Doncaster before returning to Ashton Gate as manager in May, 1982.

Apart from the glory days at Leeds under Revie, Terry had a spell at Middlesbrough when Jack Charlton was manager and his 20 England caps were gained during Sir Alf Ramsey's reign.

"They have all had an influence on my approach to management but basically I just like to see players enjoying the game. I think that's what it's all about," he says.

"I've built this side on players who can score goals. The success we've had in winning promotion from the Fourth Division has encouraged more and more supporters to come along and I'm confident about the future.

"Now I'm hoping we can sign three new players and really give it a go next season. There's money in the bank but after what this club has been through there's no danger of anyone getting carried away.

"What happened a few years back was a frightening experience. There wasn't that long a queue of businessmen ready to help out and we're determined we won't be heading down that road again."

Terry, wife Rosemary and children Mark (17), Alison (14) and Rachel (13) enjoy the West Country lifestyle and after eight happy years in the Bristol area have never

thought about moving.

Mark is one of City's promising Youth Training Scheme lads and Terry points out: "There's no lack of potential or ambition at this club.

"Reaching Wembley has saved our season. I was very disappointed that we failed to mount a promotion challenge but there's been tremendous interest in this game that shows the depth of feeling for the club.

"I was in the ticket office one day and sold 60 £9 seats to one supporter and 54 to another. The fans are planning a big day out and the response has been quite unbelievable.

"As long as I'm manager at this club there will be no superstars. We have a smashing stadium and we've put our house in order financially. If we're sensible the future should be bright."

City's captain Bobby Hutchinson typifies the spirit Terry demands of his players. Although his home is in Dundee — yes Dundee! — he is one of the most influential players on the books.

"I don't know how Bobby does it," laughs Terry, "but I don't mind as long as he keeps doing the business. The reason he hasn't moved home is that his wife has such a good job up there in Scotland.

"He lives in digs in Bristol and gets home when he can. But it's probably only five or six times a season. He's a super lad; typical Scottish player who gives everything.

"Bobby must have a bit of the gypsy in him. He thinks nothing of jumping on a sleeper and then bouncing into the dressing room ready for a tough training session.

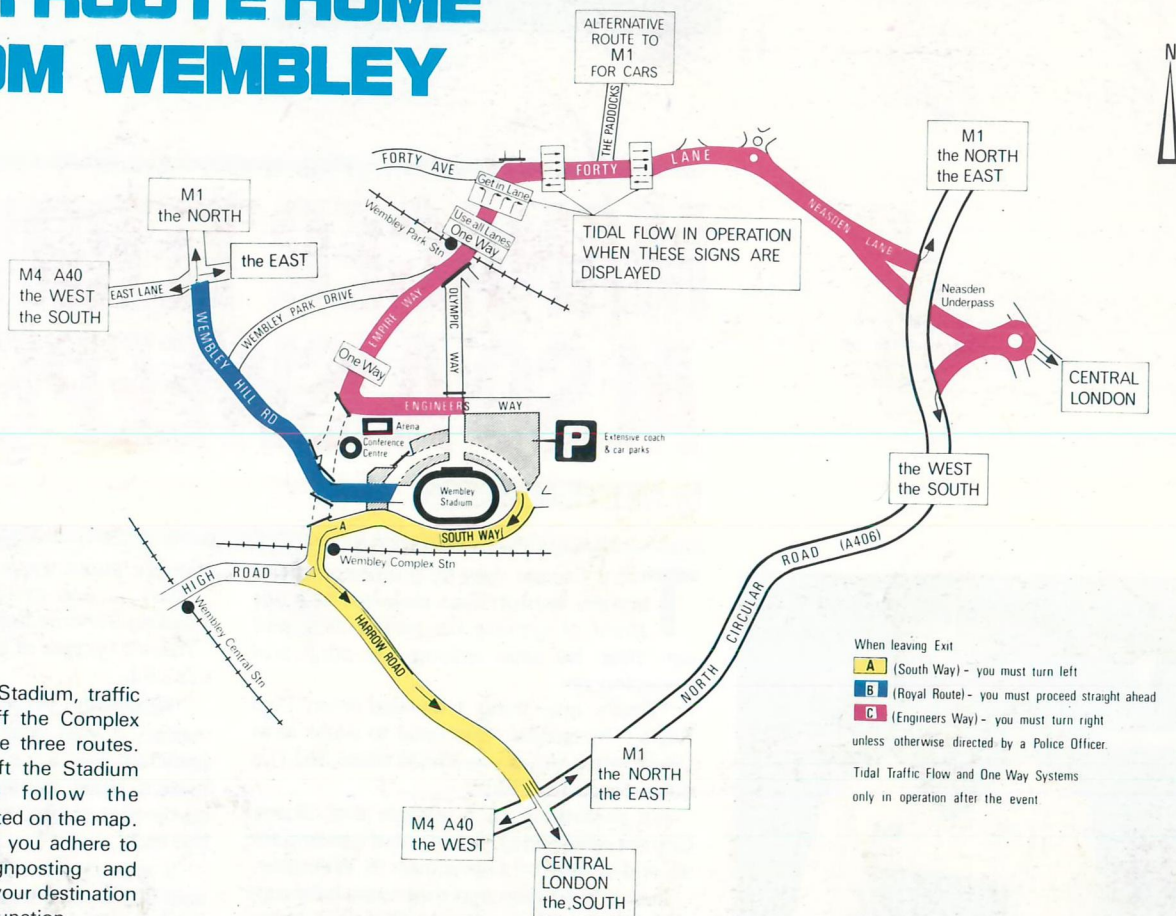
"He's a very bubbly type who is good for team spirit. I couldn't do what he does and I can't help but admiring him for the way he copes."

Terry is no stranger to Wembley, having played here for club and country. But I have a feeling today's occasion will be that extra bit special.

And he's sure to have his lads rarin' to go — Bristol fashion!



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